

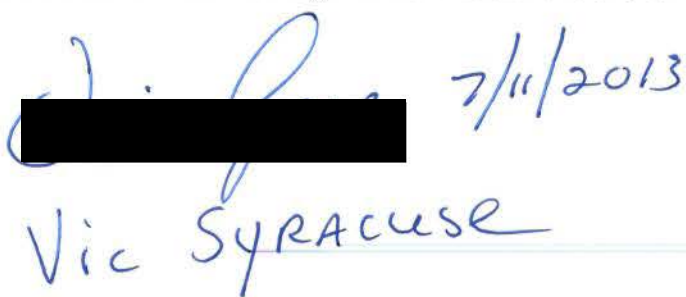
Danny, as per your request, here is a note on the observations and opinions I have regarding Dale Hemman in the week leading up to the accident on 6/28/2013 near Healy River.

My wife, Carol, and I arrived in Olympia on Friday 6/21/2013. One of the first things we noticed was that Dale required a walker to get around and seemed to be in pain, as well as exhibited tiredness. On Saturday afternoon Dale went to the upstairs bedroom at the hangar for a nap, Dick Smith, Eileen Hemman and I were subsequently called up to help him get out of the bed. Dale was in excruciating pain, and was extremely red-faced from exertion. The 3 of us spent the better part of a half hour trying to roll him over and help him upright. He commented that he thought he had re-broken his back. Once in his walker chair, he asked for and Eileen gave him 6 Motrin pills of 200mg each. I left and did not witness him coming down the stairs.

All during the trip Dale required the walker and others helped him with his baggage. While at breakfast on the morning of the accident Dale mentioned to Carol and me that it was the first day that he was down to a 20mg dosage of prednisone and that "he no longer needed a minder, but that John wasn't aware that John was being his minder." That is a direct quote. Dale also had a coughing fit during this same breakfast that basically rendered him incapacitated. He apologized and stated it was an effect of the steroids.

On the morning of departure from Whitehorse June 26, John Ellenberg approached me and said that he was having issues with Dale in the cockpit. He described an incident on the last leg where Dale had woken up and decided to do some flying. John said that as they were approaching a hilltop at a dangerously low altitude he asked Dale if he was going to climb. John stated that Dale "went off on him with a bunch of 4 letter expletives telling John to not tell him how to fly his airplane." John said that if the wheels had been down they would have hit the hill. He said Dale then proceeded to fly the rest of the trip dangerously close to the hillsides and tops, just barely clearing and terrifying both Laurie and himself. He was at a loss as to what to do, and he said Laurie talked him out of saying anything so as to not create any more friction in the cockpit. I told John he should exercise his PIC authority and not let Dale fly. John gave me a look that I did not understand until Dale mentioned at breakfast on June 28 that John didn't know Dale required another pilot due to his medical condition.

Only afterwards do we now understand that probably the only person who didn't understand he was PIC was John. It was certainly visible to the rest of us that Dale most likely was not in good enough health to act as PIC. Clearly, I am not a doctor and this is my opinion.

 7/11/2013
Vic Syracuse